

REPORT

Progressive Club to Community Center

1. Street lights were finally installed.
2. Supported retention of Justice Court at Point Reyes.
3. Lent efforts to extension of Tamalpais State Park.
4. Persuaded county to pay for services for four trash cans along county beach.
5. Held discussion with State Division of Highways re modest improvement to Shoreline Highway, calling their attention to recent accidents.
6. Held a panel discussion open to the public re the plan prepared by architect Norman Gilroy for harbor development in the Lagoon.
7. Decided to have four meetings each year, plus special meetings as necessary, recognizing that the purpose of the Club is to serve the community; not to hold meetings.
8. Established ~~four~~ committees to enlarge the Community Center by acquiring park lands upstream and to mount a clean-up and anti-litter effort.

Membership increased to 254, including 69 new members.

Officers elected to serve in 1967 are:

Hugh Dougherty, Vice President
Ralph Sigmund Treasurer
Aleta Brownlee, Secretary

Arthur Volz has been nominated as President (election next month)

STINSON BEACH COMMUNITY CENTER, Inc.

~ STINSON BEACH, CALIFORNIA

Feb. 21, 1967

Progressive Club of Stinson Beach
Stinson Beach Calif

Gentlemen:

We refer to Report given by Mr. Sigmund at the Annual Meeting of Community Center February 7th, especially Item 8 which reads:

"Established committees to enlarge the Community Center by acquiring park lands upstream and to mount a clean-up and anti-litter effort"

That portion of Item 8 pertaining to enlarging Community Center was discussed at the Board of Directors meeting held February 13th and the following action was taken, by motion passed

That the Board of Directors of S.B. Community Center Inc go on record as opposing enlarging Community Center and that the Progressive Club be so notified.

Yours very truly

STINSON BEACH COMMUNITY CENTER INC.

Harriet M. Greene
Harriet M. Greene
Secretary

cc Pres. Sigmund



Mill Valley Junior Chamber of Commerce

P. O. BOX 30, MILL VALLEY, CALIFORNIA

February 24, 1967

Dear Friends:

The Mill Valley Jaycees annually make a Distinguished Service Award to an outstanding young man in the Southern Marin area. This award is presented for service to the community, state or nation during the past calendar year. The award will be made at a banquet, Wednesday, April 19, 1967.

We feel that your organization should be well qualified to help us select nominees for this eighth Annual Award. (Your nominee does not have to be a member of your organization or the Jaycees).

Any young man, 21 through 35 years of age, is eligible for nomination. If nominee reaches his 36th birthday prior to December 31 of the year for which the award is given, he becomes eligible if the activity for which he is judged was performed when he was 35.

The judging committee will be composed of distinguished citizens of the community who are now over 35. Their decision will be based on:

- (1) Contributions to the general community welfare throughout the year; 50 points.
- (2) Evidence of leadership ability; 25 points.
- (3) Evidence of personal or business progress; 25 points.

Attached are nomination blanks. All nominations should be sent to P. O. Box 30, Mill Valley and postmarked not later than April 12, 1967.

You might be interested in recalling some of the previous winners. The winner in 1963 was Mr. Chuck Crawford, in 1964 Rev. Donald Schilling, in 1965 Mr. William Eberhart, and in 1966 Mr. Jerome Hauke. We hope your nomination will be the winner in 1967.

Cordially,

Reed Jarvis

Reed Jarvis
Awards Chairman

NOMINATION

DISTINGUISHED SERVICE AWARD

MILL VALLEY JUNIOR CHAMBER OF COMMERCE

1. Name of Nominee _____ Date of Birth _____
2. Home Address _____
3. Wife's Name _____ Telephone _____
4. Names and ages of children _____

5. Name of Nominating Organization _____
6. Name of person submitting nomination _____
7. Telephone number of nominator _____
8. ACHIEVEMENTS AND NATURE OF DISTINGUISHED SERVICE (3 categories)

INSTRUCTIONS: To assist the judges in considering your application, please list and explain in detail the service and achievements according to each category bearing in mind the judging will be on points as indicated. You may use the reverse side of this sheet and attach any additional evidence you may feel pertinent to the judging.

- (1) Contributions to the general community welfare through the year; 50 points.
- (2) Evidence of leadership ability; 25 points.
- (3) Evidence of personal or business progress; 25 points.

9. List three references for your nominee:

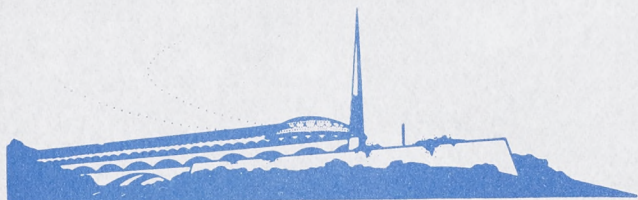
1. Name _____ Address _____
2. Name _____ Address _____
3. Name _____ Address _____

10. Signed _____ Date _____
(nominator)

Mill Valley Jaycees
P. O. Box 30
Mill Valley, Calif.



Stinson Beach Prog. Club
PO Box 217
Stinson Beach



THE BOARD OF SUPERVISORS OF MARIN COUNTY

June 23, 1969

ADMINISTRATION BUILDING
SUITE 315, CIVIC CENTER
SAN RAFAEL, CALIFORNIA 94903
TELEPHONE 479-1100
EXT. 313

Stinson Beach Improvement Club
Stinson Beach, Calif.

Gentlemen:

Enclosed herewith are copies of two ordinances which the Board of Supervisors recently adopted, and which I thought might be of interest to your organization and the people in your area.

Yours very truly,

LOUIS H. 'BUD' BAAR
Supervisor
Fourth District

LHB/w

RECEIVED
JUL 1 1969
MILLERS FALLS

CHAIRMAN
JOHN F. McINNIS
SAN RAFAEL
1ST DISTRICT

PETER R. ARRIGONI
FAIRFAX
2ND DISTRICT

MICHAEL WORNUM
MILL VALLEY
3RD DISTRICT

LOUIS H. (BUD) BAAR
SAN RAFAEL
4TH DISTRICT

VICE-CHAIRMAN
WILLIAM A. GNOSS
NOVATO
5TH DISTRICT

CLERK
GEO. H. GNOSS
REGULAR MEETING
TUESDAY, 9:00 A.M.

ORDINANCE NO. 1708

AN ORDINANCE OF THE BOARD OF SUPERVISORS OF THE COUNTY OF MARIN ADDING CHAPTER 6.72 TO THE MARIN COUNTY CODE REGULATING CONDUCT ON PUBLIC PROPERTY WHICH IS ADVERSE TO THE PUBLIC WELFARE

THE BOARD OF SUPERVISORS OF THE COUNTY OF MARIN DO ORDAIN AS FOLLOWS:

SECTION I. Chapter 6.72 is hereby added to the Marin County Code to provide:

CHAPTER 6.72
PUBLIC PROPERTY

6.72.010. Scope.

6.72.020. Prohibitions.

6.72.010. Scope. The provisions of this chapter shall apply on all public property located within the County of Marin, except county parks, subject to Chapter 10.06 of this Code, and shall include roads, sidewalks, curbs, road rights of way, flood control channels, and fire trails.

6.72.020. Prohibitions. It shall be unlawful for any person to do any of the following on public property within the scope of Section 6.72.010.

(a) Public Property

Willfully mark, deface, disfigure, injure, displace or remove, any railing, bench, paving, paving material, water line, signs, notices, or placards (whether temporary or permanent), monuments, stakes, posts, or other boundary markers, wall or rock border, structures, equipment, facilities or public property of any kind.

(b) Natural Resources. Remove sand, soil, rock, stones, trees, shrubs, or plants.

(c) Erection of structures. Construct or erect any building or structure of whatever kind, whether permanent or temporary in character, any tent, fly or windbreak, or run or string any rope, cord, or wire into, upon, or across, any public property without an encroachment permit.

(d) Trees, Shrubbery and Plants. Damage, cut, carve, burn, or remove any tree or plant or injure the bark or pick the flowers or seeds of any tree or plant.

(e) Loitering. Sleep or protractedly lounge on seats, benches, sidewalks, curbs, planters, walls, lawns, or other areas on or adjacent to public property, in such a manner as will impede or block pedestrian traffic on sidewalks and into and out of business establishments and other buildings.

SECTION II. Severability. If any section, subsection, paragraph, sentence, clause or phrase of this ordinance is for any reason held to be invalid or unconstitutional, such validity or unconstitutionality shall not affect the validity or constitutionality of the remaining portions of this ordinance, it being expressly declared that this ordinance and each section, subsection, paragraph, sentence, clause and phrase thereof would have been adopted, irrespective of the fact that any one or more other section, subsection, paragraph, sentence, clause or phrase be declared invalid or unconstitutional.

SECTION III. Effective Date. This ordinance shall be and is hereby declared to be in full force and effect as of thirty days from and after the date of its passage and shall be published once before the expiration of fifteen (15) days after its passage, with the names of the Supervisors voting for and against the same in The Reporter, a newspaper of general circulation published in the County of Marin.

The foregoing ordinance was passed and adopted on the 3rd day of June, 1969, by the following vote:

AYES: Supervisors William A. Gnos, Louis H. Baar, Peter R. Arrigoni,
Michael Wornum, John F. McInnis

NOES: None

ABSENT: None

JOHN F. McINNIS

CHAIRMAN OF THE BOARD OF SUPERVISORS

ATTEST:

GEO. H. GNOSS, Clerk

Reporter No. 512f; June 6, 1969.

AN ORDINANCE OF THE BOARD OF SUPERVISORS OF THE COUNTY OF
MARIN ADDING CHAPTER 6.70 TO THE MARIN COUNTY CODE PERTAIN-
ING TO REGULATION OF LOUD AND UNNECESSARY NOISES WHICH
DISTURB PUBLIC PEACE

THE BOARD OF SUPERVISORS OF THE COUNTY OF MARIN DO HEREBY
ORDAIN AS FOLLOWS:

SECTION I. Chapter 6.70 is hereby added to the Marin County Code to
read as follows:

CHAPTER 6.70

LOUD AND UNNECESSARY NOISES

6.70.010 Declaration of Purpose

6.70.020 Prohibition

6.70.030 Enumerated Noises

6.70.010. Declaration of Purpose. The Board of Supervisors hereby
finds and declares:

(a) The creation of loud, unnecessary or unusual noises has existed for
some time and the extent and volume of such noises is increasing;

(b) The prolonged continuation of loud, unnecessary, unnatural or
unusual noises are a detriment to public health, comfort, convenience,
safety, and welfare of the residents of the County of Marin in that such
noises destroy tranquility, interfere with other lawful activities, and alter the
County's environment adversely.

6.70.020. Prohibition. It shall be unlawful for any person to make,
continue, or cause to be made or continued, any loud, unnecessary or
unusual noise which either annoys, disturbs, injures or endangers the comfort,
repose, health or peace of others.

6.70.030. Enumerated Noises. The following acts, among others, are
declared to be loud, disturbing and unnecessary noises in violation of this ordi-
nance, but said enumeration shall not be deemed to be exclusive:

(1) Horns, Signaling Devices, etc. The sounding of any horn or signal-
ing device on any automobile, motorcycle or other vehicle on any road or
public place, except as a danger warning; the creation by means of any
such signaling device of any unreasonably loud or harsh sound; and the sound-
ing of any such device for an unnecessary and unreasonable period of time.

(2) Radios, Phonographs, Juke Boxes, etc. Using, operating, or per-
mitting to be played, used or operated any radio receiving set, musical in-
strument, phonograph, juke box, or other machine or device for the produc-
ing or reproducing of sound in such manner as to disturb the peace, quiet and
comfort of the neighboring inhabitants or at any time with louder volume
than is necessary for convenient hearing for the person or persons who are in
the room, vehicle or chamber in which such machine or device is operated
and who are voluntary listeners thereto. The operation of any such set, in-
strument, phonograph, machine or device between the hours of eleven
o'clock P.M. and seven o'clock A.M. in such a manner as to be plainly
audible at a distance of fifty (50) yards from the building, structure or
vehicle in which it is located shall be prima facie evidence of a violation
of this section.

(3) Loud Speakers, Amplifiers, etc. Using, operating or permitting to
be played, used, or operated of any musical instrument, loud speaker, sound
amplifier, or other machine or device, or combination thereof, for the pro-
ducing or reproducing of sound in such manner as to disturb the peace, quiet
and comfort of the neighboring inhabitants or at any time with louder volume
than is necessary for convenient hearing for the person or persons who are
in the room, vehicle or location in which such machine or device is operated
and who are voluntary listeners thereto. The operation of any such instru-
ment, loud speaker, sound amplifier, or other machine or device, or com-
bination thereof, between the hours of eleven o'clock P.M. and seven
o'clock A.M. in such a manner as to be plainly audible at a distance of
fifty (50) yards from the building, structure or vehicle in which it is located
shall be prima facie evidence of a violation of this section.

(4) Yelling, Shouting, etc. Yelling shouting, hooting, whistling, or
singing on public roads between the hours of eleven o'clock P.M. and seven
o'clock A.M. so as to annoy or disturb the quiet, comfort, or repose of per-
sons in any dwelling, hotel or other type of residence in the vicinity.

SECTION II. Severability. If any section, subsection, paragraph, sen-
tence, clause or phrase of this ordinance is for any reason held to be invalid
or unconstitutional, such validity or unconstitutionality shall not affect the
validity or constitutionality of the remaining portions of this ordinance, it
being expressly declared that this ordinance and each section, subsection,
paragraph, sentence, clause and phrase thereof would have been adopted,
irrespective of the fact that any one or more other section, subsection, para-
graph, sentence, clause or phrase be declared invalid or unconstitutional.

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date of its passage and shall be published once before the expiration of fif-
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and against the same in The Reporter, a newspaper of general circulation,
published in the County of Marin.

The foregoing ordinance was passed and adopted on the 3rd day of June,
1969, by the following vote:

AYES Supervisors William A. Gnos, Louis H. Baar, Peter R. Arrigoni,
Michael Wornum, John F. McInnis

NOES: None
ABSENT: None

JOHN F. McINNIS

CHAIRMAN OF THE BOARD OF SUPERVISORS

ATTEST:

GEO. H. GNOSS, Clerk

Reporter No. 511f; June 6, 1969

BOARD OF SUPERVISORS
OF MARIN COUNTY
SUITE 315 CIVIC CENTER
SAN RAFAEL, CALIFORNIA 94903



Stinson Beach Improvement Club

Stinson Beach, Calif.

St. Lights finally installed

Retain Justice Court @ Pt. Leyer Sta.

Tam State Park expansion - lent our efforts

4 trash cans at locations along County Beach
+ county to pay for servicing...

Discussions with State Div. Hays re modest improvements
to Shoreline Hwy. + calling their attention to recent accidents

Panel discussion re Harbor District's Gilroy Plan for a
harbor in the lagoon.

Decision to have 4 regular meetings each year,
plus special meetings as appear necessary, recognizing
that the purpose of the club is to ~~seek civic betterments~~
~~consistent with the wishes of the community + to act~~
~~as a community spokesman the voice of the community in~~
~~matters affecting the community~~ serve the community, ~~not~~
merely to hold meetings

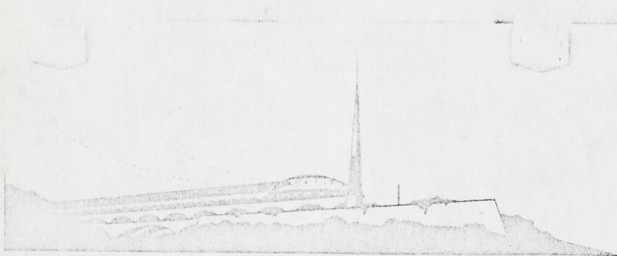
Formed committees to enlarge the community center
by acquiring park lands upstream, + to mount
a clean-up + anti-litter effort.

Membership increased to 254, including 6⁹ new
members.

Officers elected to serve in 1967 are:

Hugh Dougherty - VP, Alta Brownlee - Secy
Ralph Sigmond - Treas. + Arthur Volz has been
nominated as Pres. - (election at next meeting)

your report - Better
case this item



THE BOARD OF SUPERVISORS OF MARIN COUNTY

May 22, 1967

ADMINISTRATION BUILDING
SUITE 315, CIVIC CENTER
SAN RAFAEL, CALIFORNIA 94903
TELEPHONE 479-1100
EXT. 313

454-6680

Mr. Arthur Volz, President
Progressive Club of Stinson Beach
P. O. Box 6
Stinson Beach, California 94970

Dear Mr. Volz:

I received a copy of your letter addressed to Captain Parnow
of the Highway Patrol.

As I know you are aware, the tremendous influx of people into
the entire West Marin area is causing traffic congestion and
attendant law enforcement problems.

I know you will find the Highway Patrol to be most cooperative,
and I shall do what I can at the County level to help.

It appears to me that it might be well to have a "Town Meeting"
in Stinson Beach to discuss this problem and other problems.
I am sure that a representative of the Highway Patrol would be
happy to attend, and I could bring County people too.

John F. McInnis
Thomas T. Storer
THOMAS T. STORER

TTS/vg

cc: Captain T. F. Parnow
Mr. Hugh Dougherty ✓

JOHN F. MCINNIS
SAN RAFAEL
1ST DISTRICT

VICE-CHAIRMAN
ERNEST N. KETTENHOFEN
SAN ANSELMO
2ND DISTRICT

PETER H. BEHR
MILL VALLEY
3RD DISTRICT

CHAIRMAN
THOMAS T. STORER
POINT REYES
4TH DISTRICT

WILLIAM A. GNOSS
NOVATO
5TH DISTRICT

CLERK
GEO. H. GNOSS
REGULAR MEETING
TUESDAY, 9:00 A.M.

COPY

MILL VALLEY JUNIOR CHAMBER OF COMMERCE
P.O. BOX 30, MILL VALLEY CALIF

Mrs. Harriet M. Greene
Box 217
Stinson Beach Calif

Dear Mrs. Greene:

The Mill Valley Junior Chamber of Commerce will again sponsor the 57th Dipsea Race on Sunday, August 27th, and we would appreciate the support and co-operation you have so graciously contributed in past years.

Please let me know when we can get together to discuss the particulars involved with this race.

It has been a pleasure to work with you, and we look forward to continued association.

Very truly yours,

MILL VALLEY JUNIOR
CHAMBER OF COMMERCE
Richard J. Young
Chairman

Progressive Club of S.B.
Arthur Volz
Hugh Dougherty ✓
Ralph Sigmund

5/28/67

I have written Mr. Young that Progressive Club will furnish refreshments for the runners as they have in the past. Besides that phase chairs and tables from Community Center will have to be brought to the scene of the finish line and of course returned to Community Center when all is over.

Harrie

September 5, 1967

PRESS RELEASE

It has come to my attention that some residents within the proposed area of incorporation at Bolinas believe that their county real property taxes would be reduced if the area is incorporated.

Nothing could be further from the truth, and I feel it is my duty as the Supervisor of the area to point this out at this time. Residents in every other incorporated area of the County pay their full amount of County real property taxes regardless. I also believe it to be my duty to point out to the people of Bolinas that the County services now provided to the area amount to nearly \$100,000 a year. If these services were to be replaced at their current level it would be a \$2.00 per \$100.00 tax rate, thus making a total of \$4.30 per \$100.00 rather than the current \$2.30 per \$100.00 for the same services.

The tax rate of \$2.00 is calculated on the basis of a \$5,000,000 assessed valuation in the proposed area for incorporation and the need to raise \$100,000 per year. One cent on the tax rate raises \$500.00 in this instant, to raise \$100,000, therefore, would take \$2.00 per year.

These are certainly factors that the people of Bolinas should take into consideration in connection with the proposal to incorporate the area.

THOMAS T. STORER, Chairman
Supervisor - Fourth District

C O U N T Y O F M A R I N

POLICY STATEMENT
PARKS AND RECREATION

R e v i s i o n
D r a f t

Marin County is favored with a number of proposed but presently disjointed and incompleated existing State and Federally owned parks, seashores, and monuments, as well as such facilities as have been provided by the several municipalities within the County for the use and enjoyment of their residents. In addition, County facilities have been acquired and developed over the years, which are made available for increasing use both as high quality recreation facilities and undeveloped open areas. Nevertheless, much of what is generally considered "recreational and open space" really represents undeveloped, sylvan and pastoral areas in private ownership. The public is generally not aware that these lands can be withdrawn from passive recreational availability and that the present rural atmosphere will give way to suburban developments. Also, because of the County's particular location within a metropolitan area and the especially favorable climatic and geographical conditions prevailing here, the residents of Marin County must compete in the pursuit of their recreational and leisure endeavors with many persons residing outside the County boundaries.

It is, therefore, the stated objective of the Marin County Parks and Recreation Commission and Department to energetically implement the goals set forth in the current County Master Plan of Parks and Recreation and to energetically pursue the drafting, through cooperation with the Planning staff and Commission, of a new Master Plan of Parks and a Master Plan of Open Spaces which accurately reflects the future

leisure needs of County residents. These plans shall take into account the County's location within the region and the potential contributions that can be made to a privately developed tourist trade in the area. The Parks and Recreation Commission and Department will therefore be responsible for the following:

1. COUNTY-WIDE FACILITIES AND PROGRAMS

1. Acquire, develop, and maintain as many open space and recreation areas of County-wide significance as feasible to provide Marin County with a reasonable ratio of primarily day-use park land for its constantly expanding population. Priority should be given to bay frontage areas and potentially usable spaces close to the population areas of the County.
2. Solicit and secure financial support for the development of County facilities through, but not limited to, the following:
 - a) the County General Fund through regular budget procedures.
 - b) active participation in the County's 6 year Capital Improvement Program.
 - c) the recommendation of bond issues when feasible and necessary.
 - d) the application for grants and pursuit of any available Federal, State and other financial assistance.
 - e) the use of advance purchasing of land by private individuals or organizations.
 - f) the promotion of gifts and other conveyances of fee or lesser interest to insure open space and park land retention.
3. Encourage continued and increasing contributions of County general tax revenues to the department's site acquisition fund, or the establishment of a specific tax for this purpose.

4. Seek and support acquisition and development of recreational facilities conducive to the development of a tourist industry in the County where justified through simultaneous use of the facilities by County residents.
5. Encourage private industry in the provision of park type areas, recreation and the preservation of open spaces.
6. Preserve or secure reasonable public access to and through appropriate privately-owned areas for fishing, hiking, horseback riding, and other non-destructive uses.
7. Cooperate with other governmental bodies to insure the retention of all suitable lands owned by such bodies in the County in a natural state or for the development of appropriate recreational facilities and the retention of open spaces.
8. Cooperate with and assist municipalities in the development, operation and maintenance of their parks and open spaces which are of County-wide significance.
9. Encourage preservation and protection of flood plains, fragile hillsides, beaches, streams and significant natural areas for their scenic and wildlife values for future generations.
10. Cooperate with and help coordinate all acquisition and development projects of other governmental agencies within the County to insure the best use of all park and recreation resources.
11. Develop and support legislative efforts which assist in the retention of a natural and beneficial environment.

12. Support the maintenance as open water of all tidal, marsh, and submerged lands in County areas and as defined in the McAteer-Petris Act of 1965 except where the County specifically permits compatible uses.
13. Collect users fees or charges where feasible and appropriate to assist in the maintenance and control of park uses.
14. Provide organized recreation programs only under unusual circumstances where a paramount County-wide value is demonstrated and where no local agencies, organizations, or private groups are available to assume the responsibility for such programs.

II NEIGHBORHOOD FACILITIES AND SERVICES

In addition to the above, the Marin County Parks and Recreation Commission and Department recognize an obligation to reserve potential neighborhood park sites and open spaces in developing unincorporated areas of the County. Such facilities or lands should be turned over in fee to any municipality which incorporates or annexes the area or to any special district formed for, or capable of their development. Title transfer must insure the perpetual retention of the land for park and recreation or open space purposes.

It is also apparent that in some unincorporated areas, development of facilities and programs is desired by the residents. In order to provide for the above needs and to coordinate with and assist existing municipalities and special district or recreation organizations in the County, the Marin County Parks and Recreation Commission and Department will:

1. Support and carry out its responsibility under the present

ordinance requiring the dedication or payment in lieu of fee of neighborhood park lands in proposed subdivisions for unincorporated County areas.

2. Work with subdividers, developers, and communities or groups of residents for the reservation of parks and recreation areas, open spaces, and for the development of park and recreation facilities appropriate to the location and size of the subdivision, neighborhood, or community.
3. Encourage high quality recreational developments within proposed newly developed areas.
4. Encourage the establishment of Recreation Service Districts, Community Service Districts, County Service Areas, or neighborhood associations to provide for the ultimate development and neighborhood-oriented administration, maintenance, and financing of the local park and recreation sites.
5. Provide financial contributions for local park developments only where County-wide benefits for such assistance can be demonstrated.
6. Provide professional consultation wherever feasible to the municipalities and local districts concerned with park and recreation facilities and services.

ADVANCE DISTRIBUTION FOR BOS MEETING OF OCTOBER 3, 1967.

COUNTY OF MARIN
INTER-OFFICE MEMORANDUM

TO: EACH MEMBER BOARD OF SUPERVISORS

DATE September 7, 1967

FROM: John F. Barrows
Assistant County Administrator

Re: Analysis of Sheriff's Services

In July, 1967 your Board approved in principle the concept of a County Service Area for Sheriff's services in the unincorporated area of the County and set a formal hearing for October 3, 1967. You also requested preparation of a report concerning the details of Sheriff's services to be available well in advance of the October hearing.

The basis for the request of the City-County Services Committee for the creation of such a County Service Area is that city taxpayers are paying too great a share of the costs of financing the Sheriff's Department in comparison with the proportion of the service they receive from the Sheriff's Department. To correct this tax inequity, the Committee recommended the creation of a County Service Area in the unincorporated area of the County "to provide the costs of police services in that area, beyond those services which are the responsibility of the entire County to provide."

After discussions with the Sheriff's Department, it appears that there are four definable functions or services which your Board may find to be a responsibility of the entire County to provide. These four are: (1) police services in Marin City, (2) police services required due to non-resident tourists in our parks and coastal areas, (3) identification and records services provided to all police departments in the County, and (4) a minimum level of police services in the unincorporated area which benefits city taxpayers directly or indirectly.

The first three services are readily definable from the budget of the Sheriff's Department. Opinions vary as to the fourth item above, the minimum police services in the unincorporated area which benefit all taxpayers in the County. Undersheriff Stinson contacted five northern California counties which have a predominately rural population and no significant population increases in the past few years. He found that the Sheriff's Departments in those counties offer only an on-call service and do not engage in any preventive patrols. Their staffing average to .5 personnel per 1,000 population. Therefore the attached analysis uses this ratio. This ratio can be adjusted upward or downward as your Board sees fit.

The figures included on the attached analysis are 1967-68 budget figures and if your Board were to use County-wide financing for all four services, the net remaining attributable to the unincorporated area is \$177,409, which in turn is the amount which would be raised from the County Service Area. This would reduce the County-wide tax rate by 3.3¢ and add in the County Service Area a tax rate of 9.5¢.

"on call" service - is this really enough for "minimum level of police services"
or is it so low a level as to be meaningless
- If so, Can this level... justify Pt Reyes Substation

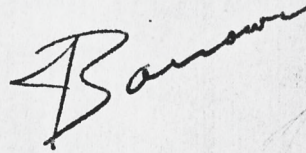
EACH MEMBER BOARD OF SUPERVISORS

Re: Analysis of Sheriff's Services

This report has been reviewed by the Novato and Mill Valley City Managers (city staff personnel for the City-County Services Committee) and they believe it is an accurate analysis of the Sheriff's services and costs. It must be kept in mind, however, that should a County Service Area be formed, your Board will have the responsibility late next spring to review the requirements of police services in order to reach the budget and tax levy for 1968-69.

JFB:ds

cc: Sheriff
Councilman Wornum, Mill Valley
Councilman Merrill, Novato
All City Managers
Auditor-Controller
Press



ANALYSIS OF SERVICES (IN SHERIFFS 1967-68 BUDGET, #210)
WHICH MIGHT BE CONSIDERED A COUNTY-WIDE RESPONSIBILITY

I. MARIN CITY

Personnel below plus related costs \$180,601

1 Lieutenant
2 Sergeants
1 Inspector
7 Deputies
4 Dispatchers

II. FOR NON-RESIDENT TOURISTS

60% of Personnel below plus related costs \$ 50,924

1 Sergeant
6 Deputies

III. IDENTIFICATION AND RECORDS SERVICES

Personnel below plus related costs \$ 55,890

1 Supervisor
1 Assistant
1 Technician
2 Intermediate Typists

IV. MINIMUM SERVICE LEVEL

Personnel per 1,000 unincorporated population plus related costs \$442,723

TOTAL POSSIBLE COUNTY-WIDE RESPONSIBILITY COSTS \$730,139

Using this total, the tax rate impact is calculated:

Sheriff's Budget #210 \$975,548

Less Tiburon Costs - 68,000

Less County-wide Costs -730,139

Net tax levy in County Service Area \$177,409

Estimated tax rates if applied in 1967-68:

Decrease County-wide rate 3.3¢

Gross Increase Service Area rate 9.5¢

9/7/67

6.2

40% local responsibility

How divided? 1 - Bol
1 - S/B; 1 - Pt Reyes? fair?
1 + 4

1/1000² last analysis - why so different?

Nat'l Seashore Contract?

for "patrol" svcs
in unincorporated areas?

1967

STUDY OF COUNTY-CITY SERVICES IN MARIN COUNTY

Background.

In January of this year your Board received correspondence from George W. Blackwell outlining five types of County service which he believed were limited to the unincorporated areas and therefore should not be financed from County-wide revenues. At the same time, the City Council of Novato called to the attention of your Board problems of the high level of County services in the unincorporated areas of the County and the resulting handi-cap to city annexations. Your Board established a Committee consisting of Supervisors Leydecker and Gness and Mayors Wornum and Carrow, to study the problem and report back to your Board.

The Local Agency Formation Commission in its efforts to reduce duplication and overlapping of urban services in Marin County, has recognized the high level of County urban-type services as a problem to cities proceeding with logical annexations of unincorporated territory. The Commission Chairman, B. W. Broemmell, in a statement in January of 1965, summarized the implications of County urban services as follows: "It has been said that, except where planning is the prime issue, cities can grow only through annexation of so-called uninhabited territory -- that where a vote of the people is called for, they will always vote down annexation proposals. Why? Because, in their opinion, they can have lower taxes as unincorporated areas -- getting urban-type police protection, a little street sweeping, etc., -- with city residents sharing the cost. If they become city residents, they would pay city taxes for these functions in addition to county taxes.

"Once the property owners of urban-type unincorporated areas are called upon to pay for all urban-type services they receive from the county that a city provides from its tax levy, there might be a change in attitude in many instances. There is much to be said for de-fragmentation of governmental and political responsibility, once favorable discrimination on the part of the County is removed.

"It is only logical that the County 'help out' new urban areas during the course of their development -- however, there must be a time when a 'weaning' process takes place. For reasons of policy on the part of the Board of Supervisors, thus far the weaning process has not taken place. I, as one member of this Commission, respectfully urge that our Board of Supervisors give this matter careful consideration in the near future -- it is a vital issue in the basic local tax structure -- and must be recognized if we are to proceed with orderly and logical growth of municipal government. The only other alternative is a City and County of Marin -- I do not believe we will be ready for such a drastic move for some years to come."

After reviewing the wide range of County services, it appears that those which benefit the unincorporated area and which are duplicated by city services fall into roughly eight major categories:

1. Police Protection.
2. Fire Protection.
3. Street Construction and Maintenance.
4. Subdivision Engineering.
5. Planning and Zoning Administration.
6. Advance Planning.
7. Building Inspection.
8. Parks and Recreation.

It has been suggested that the County Counsel should be included in the list of services which are duplicated by cities. In a very narrow sense this may be true. However, the County Counsel is not providing direct services to the citizens but acts as legal advisor to the Board of Supervisors and all County departments on matters of County-wide as well as unincorporated area concern, and by law also serves school and special districts. Therefore the County Counsel is not considered in this study.

The purpose of this study is to analyze these services to determine (1) whether the taxpayer in the incorporated areas is being taxed fairly by the County in relation to the taxpayer in the unincorporated area in terms of the services each receives, (2) whether the level of service is generally equitable throughout the unincorporated areas and (3) what steps, if any, should be taken to correct problems found in (1) and (2).

Police Services.

For purposes of this study the Sheriff's Department is limited to those services provided by the Patrol, Investigation, Juvenile and Identification Divisions. Not considered because of their County-wide nature are the Jail or the Civil Divisions.

By statute the Sheriff is required to maintain law and order in the unincorporated areas. "Law and order" is a highly subjective matter. When we seek to establish the proper level of Sheriff's services opinion varies as to the minimum service level below which law and order disappears. Statistical comparisons are difficult and must be tempered with knowledge of the areas served.

The traditional measure of police service level is the ratio of police personnel per one thousand population. Attachment A shows these ratios for Marin County. The average for the cities is 1.4, the median is 1.25, and the lowest is .9. The Sheriff's Department ratio is 1.0 in both the urban and rural unincorporated areas.

In an effort to provide information about the level of police service provided by the Sheriff's Department in urban and rural areas, a sampling was taken of the number of times that a patrol car passed particular locations. Care was taken to assure that each location was an average urban residential neighborhood. At ten such locations in the unincorporated eastern part of the County the average was 4.5 patrols per day. Although the pattern of coverage varies widely in the rural areas of the County, especially with the several resident deputies, Tomales appears to be a typical rural location, averaging 2 patrols per day. This tends to establish the point that the city taxpayer is subsidizing the unincorporated urban taxpayer to the extent of possibly 2.5 patrols per day.

The current level of Sheriff's services can be justified on the basis of adequate law enforcement. On the other hand, it can be criticized as being too high when one considers that: (1) taxpayers of cities as well as the unincorporated areas are paying for this service, and (2) the ratio of Sheriff's personnel per thousand population served is equal to or higher than two cities of the County.

The first criticism (burden to city taxpayers) can be partially rebutted with the fact that the Sheriff offers some direct assistance to city police departments (identification, juvenile, emergency back-up) and indirect aid to cities from a well ordered area outside the city boundaries. Therefore, it appears that a minimum level of Sheriff's services should properly, both in terms of law and order and in terms of tax equity, be maintained at general County expense.

Despite this and other reservations noted previously, it does not seem unreasonable to suggest a total Sheriff's staffing (exclusive of Jail and Civil) of .7 personnel per one thousand population in the unincorporated area. This suggested level is supported by a

1962 Alameda County study which found that their Sheriff's service level in the unincorporated areas to be .707 personnel per one thousand population. Service above the .7 level in Marin County could be borne by a special tax levy on those areas desiring it through a County Service Area.

If your Board were to adopt such a policy it would lead to a shift of a portion of the tax levy financing the Sheriff's Department to those taxpayers who receive the greatest direct benefit. This could be accomplished by forming County Service Area in the unincorporated areas of the County. A very rough estimate indicates that this policy would reduce the County tax rate in cities by $2\frac{1}{2}\%$, while increasing it in the unincorporated areas by 4%.

The procedures in creating County Service Areas provide for public hearings and possibly an election in the event of sufficient protest. If the Service Area was defeated at the polls it would indicate desire for lower Sheriff's services.

Fire Services.

Fire protection is rendered in Marin County by nine city fire departments (excluding Novato and Tiburon), eight fire protection districts, two community services districts, and in the remainder of the County by the Marin County Fire Department. Within the jurisdiction of the County Fire Department a few small volunteer departments also respond within their locality.

The Marin County Fire Department, in its contract with the State Division of Forestry has always been oriented toward protection of grass, brush, timber, and other watershed lands. As such, the Department's equipment and staffing levels are significantly below those of municipal departments and fire protection districts. Similarly, the installation of fire hydrants and fire protection water supply has not been required in the County areas to the extent that it has been in the fire protection districts and cities. These factors are currently reflected in fire insurance rates. Those areas within the County Fire Department's jurisdiction which have no hydrants pay the highest insurance rates (Grade 10 or \$57 per year for a \$15,000 house). Those areas served by other fire protection jurisdictions pay lower fire insurance (lowest is San Anselmo, Grade 3, \$23 per year for a \$15,000 house) rates and therefore balance some of the costs of additional fire protection through lower insurance premiums.

Despite the insurance differential, some developed areas of Marin County are still served solely by the Marin County Fire Department. The existence of areas inadequately served with fire protection services is not only a serious hazard to the citizens living in these areas, but adds undue burden to the Marin County Fire Department which is forced to extend its men and equipment to cover such areas. These developed areas include Santa Venetia, Los Ranchitos-Rafael Meadows, Bayside Acres, the commercial area around the San Quentin Wye, Oak Manor, and Marin City. With the possible exception of Marin City as a special circumstance, these areas should be provided with improved fire protection, both for their direct benefit as well as for the County-wide benefit resulting from better concentration of the County Fire Department on grass and timber lands. Various efforts are being made toward this end.

The Local Agency Formation Commission has already recognized this need and where possible, is exercising its authority to insure that urban-type fire protection is made available to developing areas. The Commission's authority, however, is limited and can be applied only when annexation to another type of district comes before the Commission.

Also under study is a proposal for a new County policy which may be recommended to your Board. This would require that owners of property in these relatively unprotected areas adjoining cities or districts who may apply for planning or zoning approvals, would be required to show that their property was supplied with adequate fire protection. The intent of such a policy would be to take these developed or developing areas into appropriate fire protection jurisdictions. If such a policy appears to be legal and feasible, it will be the subject of a further report to the Planning Commission and to your Board.

In addition to these efforts to extend urban-type fire protection to developed areas, State law offers another approach by way of a property tax adjustment. The Government Code states that cities and districts providing structural fire protection may be exempted from County taxes levied for structural fire protection. It is up to the Board of Supervisors to determine what portion of the County tax levy is related to this type of fire protection.

As previously indicated, the County Fire Department is primarily oriented toward grass, brush, and timberland fires. Despite this fact, the County Department answers a large number of structural fire calls each year. One measure of the County Department's activities other than grass and forest fires is the fact that the State subvention for grass and forest fire protection costs is only \$170,000 compared with a total 1964-65 budget of \$413,000. The Committee agreed that the best measure of the County's structural fire protection costs would be the budget decrease that could be effected if the Department was not required to make first responses on any structural fire calls. This hypothetical situation assumes that the entire County was served by fire districts or city departments. In this case, the Fire Chief estimates that three positions could be eliminated and that the budget could be reduced by approximately \$39,000.

This share of the cost of the County Fire Department should not be borne by the residents of cities and fire protection districts. The effect of transferring this amount would be to reduce the County-wide tax rate by approximately 1¢ and increase the rate outside the cities and districts by a net of approximately $6\frac{1}{2}$ ¢.

To effect this change-over your Board should:

1. Determine immediately that \$39,000 of the Fire Department budget is involved in structural fire protection.
2. Accept all resolutions of exemption filed by cities and districts providing structural fire protection prior to July 1, 1965, and apply the resulting adjustment to the 1965-66 tax rate.

Street Construction and Maintenance.

Until recently the County Road budget has been financed from earmarked funds with no property tax funds. Since 1956 sales tax revenues have been used almost exclusively for the Road budget. In 1963-64 property tax revenue was introduced into the Road budget for the first time in more than a decade with a tax rate of 12¢.

Sales tax revenue, although raised only in unincorporated territory, is a general purpose revenue which may be used for any County expenditures and which could be used to offset property taxes if the Road budget were sufficiently reduced. The amount of sales tax and property tax revenue for the Road budget is of sufficient size to warrant a review of the level of service being provided to the unincorporated areas by the Road budget. Direct comparisons are difficult, but it appears that certain services which are provided in the County Road budget for residential streets in the unincorporated areas are not rendered by cities on similar streets within city boundaries. The types of construction activity which may be questionable on such streets include widening, straightening

of curves, major repaving, and possibly some drainage work. The cities of Marin County generally undertake work of this nature through special assessment districts and do not draw funds from the general property tax for such purposes.

It would appear appropriate for your Board to establish policy as to (a) precisely what levels of service are to be provided for residential roads in unincorporated areas, and (b) financing of same. Information to determine such a policy will require careful study on the part of both the Public Works Department and the Administrator. It is suggested that your Board authorize such a study to proceed, with resulting adjustments to be reflected in the 1966-67 budget.

Subdivision Engineering.

At this time the Administrator believes that all subdivision engineering and inspections should be fully reimbursed from fees charged, although the fee revenue currently does not fully reimburse all costs. During the next few months the Administrator intends to proceed with a study of the fees being charged for planning services and subdivision engineering and inspection services aimed at increasing fee revenue.

Zoning and Planning Administration.

A similar observation applies to various Planning Department activities. Adjustments, use permits, sign permits, architectural supervision, and land division should be fully reimbursed from fees charged for these activities. It is acknowledged that there may be reasonable questions concerning this philosophy of full reimbursement from fees. This and the subsequent questions of adequacy of fees will be taken up in the proposed fee study indicated in the previous item.

Advance Planning.

There can be no doubt that all county residents benefit from good land use planning in both incorporated and unincorporated areas. The mutual benefits are in terms of both land values and aesthetics. The potential growth of cities makes good county land use planning of future value to city taxpayers.

The question of financing advance planning at a County level will be better resolved through closer cooperation, coordination, and joint use of staff and facilities rather than through delineation of incorporated versus unincorporated benefits and costs.

Therefore, it does not appear necessary to take any precise steps in relation to financing advance planning.

Building Inspection.

Traditionally and properly, Building Inspection costs have been reimbursed 100% by inspection fees. The new fee schedule being presented to the Board of Supervisors with the 1965-66 budget will allow for a continuation of this reimbursement policy. Therefore, no property tax revenue is involved in meeting Building Inspection costs.

The County Building Inspection Department is available to aid cities in specialized inspection problems on a cost basis. At least two cities have recently availed themselves of this service.

Parks and Recreation.

The nature of Parks and Recreation services throughout Marin County is almost entirely unrestricted and available to all persons no matter where they reside. The County Parks and Recreation budget for 1964-65 amounted to approximately \$97,000 and the proposed budget for 1965-66 is \$198,000. Except for the City of San Rafael, no Marin County city budgets more than \$65,000 annually for its park and recreation program and as a general rule, recreation programs receive a major share of these funds.

This emphasis should continue and become the basis for a well-defined division of responsibility between the County and the cities. It is recommended that all organized recreation programs be solely a city responsibility. The Board of Supervisors should adopt this as policy, thereby excluding the County from such programs which must, by their very nature, be of local benefit and value. Failure to clarify this policy now may well lead to program duplication such as now exists in fire and police service.

Park acquisition and development, on the other hand, has very different implications. The cost of development of new parks for our growing population has become so expensive that few cities have been able to afford the cost in recent years. Recognizing both the unrestricted use of parks by all County citizens and the budget limitations of cities in regard to park acquisition and development, it is appropriate that the Board of Supervisors carefully consider a recent proposal of Supervisor Leydecker for County financing of all or nearly all park acquisition with development costs to be paid by cities or recreation districts.

In general terms it would appear appropriate for the County to participate in City park acquisition up to 90% of the cost of any one project. Within broad limitations, the use of these funds would be up to the City Council of the city where the park is located. Determination of the priority of city park projects would be left to a committee of city officials operating in much the same manner as the Urban Thoroughfare Program.

This proposal for County financing of city park acquisition would be aided by the so-called Phase II of the Parks and Recreation Master Plan which would include the plans for parks within city boundaries, and would relate these city parks to the various County parks.

While this proposal may be criticized as being too ambitious, it must be remembered that the County has far greater financial resources than other local government jurisdictions and that even a small County expenditure for city parks will be more than many cities have been able to afford in recent years. At the same time, these parks can be located in areas of actual or future need, and in relationship to other city and County facilities. The County and cities should aggressively seek the dedication of park sites.

It may be that at some future date a parks bond issue will be required to implement major portions of a combined City-County Parks and Recreation Master Plan. If so, the only expectation of County-wide support for such a bond issue would come if the funds were to be used in both the cities and the unincorporated area.

Quite obviously, further refinements and study will be needed to pursue this matter in order that it may be formally presented to the cities for their consideration. Such a study should be vigorously pursued by the Administrator, the Parks and Recreation Director, and the Planning Director.

General Considerations.

Several specific types of County services have been discussed and corrections or clarifications have been recommended where necessary. Beyond the immediate problems of tax

equity and equality of service is the broader question of general governmental reform. Functional consolidation of many types of local government service offers the strong probability of substantial savings to the taxpayers and/or improved services to all citizens.

The Federal Commission on Inter-Governmental Relations has studied this question in depth. Their report, while recognizing the varying local situations, has indicated the optimum level of responsibility for each type of local government service.

Applying their recommendations to Marin County and the San Francisco Bay Area, the Committee recommends study aimed at assigning functions as follows:

<u>Region</u>	<u>County</u>	<u>Community</u>
Public Health	Public Education	Libraries *
Hospitals & Medical	Parks	Organized Recreation
Care Facilities	Police	Fire Protection *
Air Pollution Control	Welfare	Current Planning &
Water Supply	Refuse Collection	Zoning
Advance Planning	& Disposal	Local Traffic & Streets *
Urban Transportation	Sewage Disposal	

* Assumes: (1) local communities of economic size and (2) working agreements with other neighboring localities for assistance.

Summary.

In conclusion, it appears that the taxpayers of the cities of Marin County as compared to taxpayers in unincorporated areas, are paying costs of certain functions of the County government in excess of the benefits which they receive or the costs which they should be expected to carry. To aid in resolving this tax inequity and to provide appropriate levels of service in the unincorporated areas of the County, it is recommended by the County-City Services Committee that your Board undertake the following:

1. Declare the intention of the Board to establish a County Service Area to provide extended police service (above .7 per 1,000 population in the unincorporated area, to be applicable in 1966-67.
2. Make an official determination that \$39,000 of the Fire Department budget is devoted to structural fire protection prior to setting the 1965-66 tax rate.
3. With regard to unincorporated area residential streets, direct the County Administrator and Director of Public Works to study level of services and financing and to make recommendations to your Board.
4. Establish as County policy the exclusive responsibility of cities and districts for organized recreation programs of any sort.
5. Authorize the Administrator, the Parks and Recreation Director, and the Planning Director to study the possibility of County financing of city parks along the lines suggested in this report, and to make recommendations to your Board.
6. Authorize the continuation of the joint County-City Committee to review the reports recommended above and to study further the possibilities of functional consolidations as discussed in this report.

ATTACHMENT A

Ratio of Police Personnel per one thousand population:

Belvedere	2.1
Corte Madera	1.0
Fairfax	1.2
Larkspur	1.0
Mill Valley	1.4
Novato	.9
Ross	1.1
San Anselmo	1.3
San Rafael	1.5
Sausalito	2.4
Tiburon	*
Urban Unincorporated	1.0
Rural Unincorporated	1.0

* Served by Sheriff's Department.

- Note:
1. Population is January 1, 1965 Marin Development Association estimate.
 2. All personnel in each city department are included.
 3. Rural Unincorporated is comprised of census tracts D-13, J-32, K-33.
 4. Sheriff's Department is allocated: 7 positions to rural, 51.5 positions to urban, 2 to Civic Center, 1.5 to Tiburon; no Jail or Civil personnel included.

6/18/65

Hugh Dougherty
P. O. Box 134
Sarasota Beach, Calif.

October 5, 1967

Hon. Thomas T. Storer, Chairman
Marin County Board of Supervisors
Civic Center
San Rafael, California

Unified Law Enforcement Agency

Dear Tom:

From the oral comments of the members of the Board on Tuesday I am encouraged to believe that the Board would like to examine the possibilities of a unified law enforcement agency, at least as an alternative to the present proposal to create a county service area to tax the unincorporated area for patrol service by the sheriff.

To determine if this really is a viable alternative will require a search for facts and ideas, a compilation of how well similar proposals have worked elsewhere, a look at the existing legal framework, and putting all this into understandable form, together with such specific proposals as may be developed. Then, and only then, should the concept of a unified law enforcement agency be tested in the political arena.

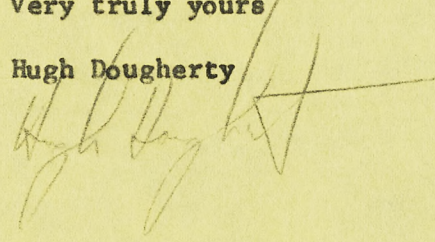
It seems to me that this might best be done by an ad hoc committee for this single purpose, a kind of blue ribbon committee, appointed by the Board, and consisting perhaps of a judge, two attorneys and two or four distinguished citizens (including a member of the League of Women Voters). Such a committee should meet frequently for a relatively short period of time with a target date, and provision for secretarial service and legal research to be furnished by the County. The important qualification of the members would be that they are not connected with either city or county government, i.e., that they be impartial.

The City-County Services Committee does not meet this qualification, but would be an ideal body before which such an alternative might be given public discussion. Putting it differently, the City-County Services Committee functions best when it brings its cooperative spirit to the resolution of differences between the cities and the county, in short to seek compromises. Here, however, we need to start with facts and ideas, shape them into practical proposals, and then expose them to the heat of the political kitchen.

In this way all of us, citizens and public officials alike, might get at the facts of how police protection can be provided in the most effective way, at the lowest cost, and with an equitable distribution of the costs.

Very truly yours

Hugh Dougherty



cc Supervisors

ALAN BRUCE
COUNTY ADMINISTRATOR

OFFICE OF THE
COUNTY ADMINISTRATOR
COUNTY OF MARIN
CIVIC CENTER
SAN RAFAEL, CALIFORNIA 94903
TELEPHONE 479-1100

JOHN F. BARROWS
THOMAS F. CAMPANELLA
ASSISTANT COUNTY ADMINISTRATORS

November 10, 1967

Re: Unified Law
Enforcement
Agency

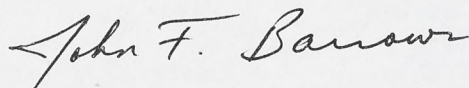
Board of Supervisors
County of Marin
Civic Center
San Rafael, California

Gentlemen:

On October 10, 1967 your Board considered a letter from Hugh Dougherty suggesting the appointment of a committee to investigate the possibility of a unified law enforcement agency in the County as an alternative to the present proposal to establish a County Service Area. This letter was referred to the City-County Services Committee and to the Council of Mayors and Councilmen for recommendation. (It is understood that the Mayors and Councilmen are responding separately.)

After discussion, the City-County Services Committee agreed that it would continue to explore functional areas of police service which might be considered for joint operation by the cities and the County, following the pattern set by the Drug Abuse Bureau. The Committee intends to ask the Police Chiefs of Marin County to recommend functional areas which may be considered for joint activity. However, the Committee believes that a unified law enforcement agency is a premature step at this time.

Respectfully submitted,



JOHN F. BARROWS
Assistant County Administrator

JFB:ds

cc: Sheriff
Councilman Wornum
Councilman Merrill
All City Managers
All Police Chiefs
Hugh Dougherty ✓
Auditor-Controller
Press (4)

ALAN BRUCE
COUNTY ADMINISTRATOR

COUNTY ADMINISTRATOR
COUNTY OF MARIN
CIVIC CENTER
SAN RAFAEL, CALIFORNIA 94903
TELEPHONE 479-1100

JOHN F. BARROWS
THOMAS F. CAMPANELLA
ASSISTANT COUNTY ADMINISTRATORS

November 10, 1967

Re: Formation of County
Service Area for
Police Services

Cont'd Thurs. 11/30 8 P

Board of Supervisors
County of Marin
Civic Center
San Rafael, California

Gentlemen:

In early October when your Board last heard the proposal for a County Service Area in the unincorporated area for police services, you deferred consideration, finding that there was a need for further consideration of (1) possible zones within the County Service Area and (2) sales tax distribution. Both matters were discussed at a recent meeting of the City-County Services Committee.

Sales Tax Distribution. As previously indicated to your Board, this issue of a redistribution of sales tax revenue is a matter which is solely the option of the cities of Marin County. The City-County Services Committee recognized this fact when it unanimously adopted the following motion:

"The City-County Services Committee requests the cities of Marin County to appoint a committee to study the possibility of redistribution of total sales tax revenue within the County."

The Committee has asked the Mayors and Councilmen to consider this motion at their next regular meeting on November 29, 1967.

Service Zones. Your Board is already aware that it is legally possible to create zones within a County Service Area for the purpose of defining that territory which receives a different benefit through a different level of service with a resulting tax adjustment within the zone. Further discussions with the Sheriff confirms the finding that with the exception of Marin City, all unincorporated areas of the County receive roughly equivalent services from the Sheriff's Department distributed on the basis of population. Since the population distribution approximates the distribution of assessed valuation, a tax rate equivalent of the cost of Sheriff's patrol services would be roughly equal in all unincorporated areas of the County. In summary, the undersigned together with the Sheriff cannot determine significant differences in service levels in major areas of the County except in relation to varying population densities.

This particular matter was discussed in the City-County Services Committee meeting and the Committee unanimously adopted the following motion:

Board of Supervisors
County of Marin
Civic Center
San Rafael, California

Re: Formation of County
Service Area for
Police Services

November 10, 1967

"The City-County Services Committee reaffirmed its recommendation to the Board of Supervisors that a County Service Area be formed in the unincorporated area of the County to provide for those costs of police services in that area, beyond those services which are a responsibility of the entire County to provide; noting, however, that every taxpayer should share equally in the cost of some level of police services throughout the County and that services provided in certain areas above that level should be paid for only by the taxpayers of that area."

In summary, the Committee believes that no zones can be created based on the present level of police services but that in the future if additional Sheriff's services are required, that zones may be created to finance that particular increase in service.

For your information, a copy of the prior report analyzing Sheriff's services is attached. Also attached is a mailing list of those organizations which received a notice of your November 14, 1967 hearing.

Respectfully submitted,



JOHN F. BARROWS
Assistant County Administrator

JFB:ds

cc: Sheriff
Councilman Wornum
Councilman Merrill
All City Managers (11)
Hugh Dougherty ✓
John Kilsby
Morris Finisy
Auditor-Controller
Press (4)

THOSE ORGANIZATIONS WHO RECEIVED NOTICE OF BOARD OF SUPERVISORS
MEETING ON NOVEMBER 14, 1967 RE FORMATION OF COUNTY SERVICE
AREA FOR POLICE SERVICES:

Almonte District Improvement Club
Bel Marin Keys Homeowners Assn.
Black Point Improvement Club
Bollinas Improvement Club
Bret Harte Heights Assn.
City Managers of Marin County (11)
Federation of Improvement Clubs
Gallinas Village Community Services District
Greenbrae Property Owners Assn.
Homestead Valley Improvement Club
Inverness Improvement Assn.
Kentfield Civic League
Little Reed Property Owners Assn.
Loma Verde Homeowners
Lucas Valley Homeowners Assn.
Marin City Community Services District
Marin Council for Civic Affairs
Marin Highland Homeowners
Marin Property Owners, Inc.
Marinwood Assn.
Marinwood Community Services District
Meadowsweet Improvement Assn.
Muir Beach Community Services District
Muir Woods Park Improvement Assn.
Paradise Property Owners
Planning Department
Poplar Terrace Improvement Organization
San Anselmo Homes Assn.
San Geronimo Valley Improvement Assn.
San Marin Improvement Assn.
San Rafael Improvement Club
San Rafael Park Civic Assn.
Sheriff
Sleepy Hollow Homes Assn.
Stinson Beach Progressive Club
Strawberry Property Owners Assn.
Tam Valley Improvement Club
Terra Linda Community Services District
Terra Linda Property Owners Assn.
Tiburon Property Owners Assn.
Woodacre Improvement Club

ESTIMATED COST ANALYSIS OF SHERIFF'S DEPARTMENT

FISCAL YEAR 1967-68

	<u>1967-68 Approved Budget</u>	<u>1967-68 Estimated Revenues</u>	<u>1967-68 Net Cost</u>	<u>Estimated Tax Rate</u>
Sheriff's Department	\$ 976,448.	\$ 73,245.	\$ 903,203.	.169
Sheriff - Civil Division	112,702	34,500.	78,202.	.015
Sheriff - Community Relations	20,629.	-0-	20,629.	.004
Sheriff - Narcotics	70,792.	-0-	70,792.	.013
Sheriff - County Jail	<u>285,874.</u>	<u>-0-</u>	<u>285,874.</u>	<u>.053</u>
TOTAL	<u>\$1,466,445.</u>	<u>\$107,745.</u>	<u>\$1,358,700.</u>	<u>.254</u>
Planning Department	\$ 376,273.	\$ 47,167.	\$ 329,106.	.061

Prepared By: Michael Mitchell, Auditor-Controller

November 16, 1967

November 28, 1969

Assemblyman John F. Foran, Chairman
Assembly Committee on Transportation
State Capitol
Sacramento, California 95814

Re: Functional Classification of Highways

Dear Mr. Foran:

Please excuse the lateness of these comments, which relate to your hearing in San Francisco on October 7th.

The first witness, Mr. D. L. Wieman of the Department of Public Works, referred to a functional classification study mentioned in the 1968 Section 256 Report to the Legislature. That study should be put in perspective. The point of beginning is the Federal-Aid Highway Act of 1968 (PL 90-495, Sec. 17, p 823), found in the codified version as a footnote to 23 USCA 101, directing the Secretary of Transportation to report to Congress in 1970 the results of a systematic nationwide functional highway classification study to establish rural and urban categories according to the functional importance of routes, which might be used as a base for re-aligning Federal highway programs. State and local governments were directed to assist.

The Bureau of Public Roads responded by issuing a manual which set forth and defined a classification system, and asked state and local governments to classify roads within their jurisdictions according to this system and to report this information. This has largely been done. You undoubtedly have the details of this classification before you and, I am sure, appreciate that it is based only indirectly on function; mainly it turns on the population of the localities involved.

Are the classification schemes now used in California susceptible of improvement? Commonly, our highways are classified in two major ways; by Federal aid category and by political jurisdiction charged with construction and maintenance. The State further distinguishes state highways as freeways or nonfreeways, but the line of demarcation gets blurred by expressways which have characteristics of both and can be treated as either. A scenic highway system is engrafted upon the whole. Local governments in implementing the Subdivision Map Act frequently establish by ordinance a hierarchy of roads, sometimes carried over into master plans for streets and highways within their jurisdictions.

None of these, save for some of the local government classifications, expressly recognizes that some highways are used predominantly for one purpose, while others are truly used for a multiplicity of purposes. The proposed Federal scheme at least takes the initial step of dividing roads into urban and rural categories and makes further subdivisions largely based on population. This is useful if it leads to recognition of the fact that urban highway needs are not necessarily the same as rural roads, that different standards of design may be appropriate, and that highway priorities might better reflect our concern with urban problems. It is clear, for example, that highway design for a freeway across the desert to Las Vegas is not really related to that for a freeway through San Francisco. Speeds, spacing of exits, radii of curves, construction at grade, on fill or viaduct, or depressed, disruption of community values, possibilities of incorporating rapid transit, possibilities of linear redevelopment projects are instances of differences that call for separate classification.

The difficulty with the Federal urban-rural scheme is that it doesn't go far enough. It does not take into account the hybrid characteristics of the proliferating suburbs, which sometimes connect metropolitan centers without any rural countryside between. It fails to suggest a parkway classification for scenic areas; our present law being nothing more than an excuse for the highway people to pass the financial buck to their impoverished cousins, the park people. Its usefulness is impaired because it neglects to reflect other modes of transportation. Finally, a classification system is needed to enable the Legislature to allocate gas tax monies on a basis more rational than north-south, or the historical accident of county lines. The Federal functional classification system is inadequate because it is not sufficiently functional.

As an officer of an improvement club in an area where freeway problems are recurring, and as a local planning official (Marin County Planning Commissioner) concerned with the interplay of land development, transportation needs and preservation of community resources, I encourage you to develop a real functional classification system. I also recognize that this will derogate from the sacred tenet that California highways are general purpose highways, paid for by all through the gas tax and designed to be used by all. So be it.

Also at the hearing, Mr. L. W. Miñes, speaking for the Section 2156 Advisory Committee, mentioned that committee's recommendation that the State Highway System "should not include spur (stub) routes without exceptional justification because by definition they do not provide for continuity of traffic circulation..." Without detracting from the need for guidelines to help in the regular legislative skirmishes over which roads should be added to the state system, the suggested criterion is wholly irrelevant. I suggest the real question is whether or not a proposed inclusion would serve a significant state interest. After that threshold question is met, state interest may be weighed against local interest, perhaps by use of some of the other criteria recommended.

Very truly yours

Hugh Dougherty, President

MEMBERS

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ALAN SIEROTY

California Legislature

Assembly Committee

on

Transportation

JOHN FRANCIS FORAN
CHAIRMAN

A G E N D A

San Francisco State Building
Room 1194

October 7, 1969
10:00 a.m.

D. L. Wieman, Urban Planner
Department of Public Works

A. C. Keith, Road Commissioner
Riverside County
Representing: County Supervisors Association

James E. McCarty, City Engineer
City of Oakland
Representing: League of California Cities

L. W. Milnes, Director of Public Works
City of Fremont
Representing: Section 2156 Highway Advisory Committee

James Cooney, Administrative Analyst
Office of the Legislative Analyst

Clay Castleberry, Director of Public Works
Butte County

Robert Nida
Automobile Club of Southern California

Irvin H. Baltzer
Architectural Designer

Norman Rolfe

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SACRAMENTO, CALIFORNIA
95814

TEL.: 445-8253

KAY CALVIN
COMMITTEE SECRETARY

BRUCE SAMUEL
COMMITTEE CONSULTANT

256 } 2 studies?
2156 }
deficiency study
needs

Sec 256 upat

shared maint of state
hwy in urbanized areas?
report on "stub routes" - criteria for deletion
in addition to sys.
if svc & land svc
all - multi-purpose

should not include stub rds - as not part of "continuous" sys.

Wieman
functional classification = grouping of hwy by function
trip length
purpose of trip

what is role of state hwy system
lack of "strata"

256 Committee

state - more categories than →
major - arterial
minor - collector
local roads } feed category

mobility, & access to abutting prop.

freeway - mainly mobility,

local rd - & access

Alan Sieroty - questioned DPR approach -
not by "urban freeways"

Foran - need to bring land-use planning into road classification
inter city, or interurban hwy

Wieman - depends on whether local agencies will do local planning.

Sieroty, - rational way of hwy priorities precluded by
present apportionment of hwy funds - by law

✓ - add planning + conservationist - ecologists - architects
to Committee - broad interest representation -

October 7, 1969
San Francisco

OPENING STATEMENT
by
JOHN FRANCIS FORAN, CHAIRMAN
ASSEMBLY TRANSPORTATION COMMITTEE

The purpose of today's hearing is to review the decision making processes involved in recommending the addition and deletion of routes to and from the State Highway System.

Although numerous route bills have been introduced during recent legislative sessions, comparatively few have been approved. The Department of Public Works' 1969 quadrennial route bill is the most recent example of major route legislation that failed to pass.

The primary reason these route bills have failed is because local government, Public Works and the Legislature have been unable to develop mutually acceptable criteria that can be used for determining when to add and delete highway routes. I hope today's hearing will provide the basis for a resolution of this problem.

One possible solution to the current stalemate is the use of functional classification as a means for determining what level of government shall be responsible for any given road. The Department of Public Works is currently carrying out a functional classification study of the California road system.

In the interest of time, I will appreciate witnesses summarizing their prepared statements so there will be adequate time for questions from the Committee.

November 29, 1967

Hon. Board of Supervisors
Marin County Civic Center
San Rafael, California

Gentlemen:

At its meeting on November 15th, the Progressive Club reaffirmed its opposition to the formation of a county service area for the purpose of imposing a police protection levy.

The level of police services provided does not warrant taxation on an urban basis, and in any event consideration should first be given to the correction of other tax inequities which run in favor of the cities, which enjoy our patronage in their business establishments.

Very truly yours

Arthur Volz, President

*Hugh Dougherty
P. O. Box 134
Stinson Beach, Calif.*

November 30, 1967

Hon. Board of Supervisors
Civic Center
San Rafael, California

Re: County Service Area - Police Protection

Gentlemen:

Whether or not the service area should be formed should turn on whether or not it would be fair and just to impose a tax upon all or part of the unincorporated area for police protection above some minimum service level. If the tax cannot be justified, the service area cannot be justified. To form the service area without justifying the tax would be an equivocal act, lacking in political courage.

Considered alone, it is clear that some justification for the tax can be found; owners of property within the cities are sharing in the cost of the Sheriff's Department and receiving only some of its services, while the people of the unincorporated area obtain the full range of services. This is inequitable on its face.

But taken in the context of the full warp and woof of city and county relationships, it is equally clear that there are other facets of taxation that work to the advantage of the cities and to the detriment of the unincorporated area, the most obvious being the sales tax. If there was a solution to the sales tax inequity likely to be found in the immediate future, and this is by no means apparent, justification for the police tax might be found.

Another area of inequity is to be found in the "free ride" which the cities enjoy as to the costs of assessment and tax collection, which together aggregate nearly a million dollars in the current budget. Rightfully, the cities should share in these costs to the extent of a share proportionate to the ratio of city taxes collected as compared to county taxes collected within the cities.

In short, to achieve tax equity requires a balancing of the various tax inequities rather than a piecemeal approach, and I would urge you to adopt such an approach.

Sincerely

Hugh Dougherty



PROGRESSIVE CLUB
OF STINSON BEACH

POST OFFICE BOX 6 • STINSON BEACH
CALIFORNIA • 94970

Dec. 11, 1967

Mrs. Ed. E. Leary, President,
Allied Arts of Stinson Beach,
Stinson Beach,
Calif. 94970

Dear Mrs. Leary:

At its meeting on October 15, 1967, the Progressive Club of Stinson Beach voted unanimously to thank the Allied Arts for aiding the Anti-Litter Committee of the Progressive Club toward establishing litter cans in the downtown area of Stinson Beach. Their effort, physical, financial and artistic is much appreciated.

As you must have observed, a neater and cleaner Stinson Beach has resulted.

Very truly yours,

Arthur Volz , President,
Progressive Club of Stinson Beach

PROGRESSIVE CLUB
P. O. BOX 6 • STINSON BEACH
CALIFORNIA • 94970



Dr. and Mrs. J. Clyde Ralph



PROGRESSIVE CLUB
OF STINSON BEACH

POST OFFICE BOX 6 • STINSON BEACH
CALIFORNIA • 94970

To: Members and Friends

Subject: Annual Report and Notice of Meeting

The next meeting will be held on Wednesday, November 15, 1967 at 8:00 PM at the Community Center. Included on the agenda will be appointment of a nominations committee and discussion of the status of planning for the Shoreline Highway.

Looking over the past year, the Club has:

- 1) supported the extension of Tamalpais State Park (Brazil Ranch area)
- 2) spoken out to retain the Justice Court at Point Reyes Station
- 3) persuaded the County to install and pay for emptying four trash cans along the county beach
- 4) continued discussions with the State Division of Highways seeking modest improvements to Shoreline Highway (They have installed guard railing at two locations and plan some additional work next summer.)
- 5) sponsored a meeting of representatives of several public agencies to focus on litter problems, arranged by our Anti-Litter Committee, who then:
 - a) obtained more adequate anti-litter signing on Shoreline Highway
 - b) persuaded both State and County to improve their litter pick-up efforts
 - c) jointly with the Water District and the Allied Arts, obtained six trash cans, which were handsomely painted, placed at strategic locations, and are being emptied under an arrangement where the cost is shared by the Water District and the County
 - d) persuaded the Water District to start picking up litter from downtown streets on a trial basis
- 6) sponsored a public meeting of the panel type to inform people about the Gilroy harbor plan -- with critical comment
- 7) decided to have only four regular meetings each year, plus special meetings as necessary, recognizing that the purpose of the Club is to serve the community -- not to hold meetings
- 8) provided refreshments and facilities for the Dipsea Race.

Looking to the future, we note that Bolinas may try to incorporate. As of now, while they have not initiated any formal action to this end, they have prepared a map showing that they propose to include most of the Lagoon within the boundaries of such a city, a move that would drastically reduce our control over how it will be developed. Incorporation, either of Bolinas alone, or of both Bolinas and Stinson Beach together, appears on its face to indicate higher taxes, or a reduction in services, or both in return for more "home rule," an intangible and probably illusory benefit. Your officers believe incorporation should wait until it is economically sound, and any attempt by Bolinas to seize control of the Lagoon should be resisted.

The perennial highway question has arisen again and we note that opinion tends to polarize at extreme positions. It may be time to re-examine the Club's position, which is that it is desirable to encourage modest improvements to the Shoreline Highway but to resist the concept of a high-speed freeway through any part of the community. In any event, this will be discussed at the November meeting. It is unlikely that the State will undertake any serious planning for our highway for some time and construction is many years away.

We hope you will continue your membership, or if not a member that you will join. Then, we sincerely urge you to attend our meetings. We have reduced their frequency in order that they will impose as little burden as possible on any member's time. We are not a social club, but an action group, and we act in your behalf. In order to act in your best interests, it is essential that we know what those interests are, and this is not possible unless you voice your comments, your criticisms, your wishes. That is the purpose of these meetings. We hope you will attend.

Arthur Volz, President
 Hugh Dougherty, Vice-President
 Aleta Brownlee, Secretary
 Ralph Sigmund, Treasurer

Dec. 11, 1967

Mr. Robert Carlson, Superintendent,
Stinson Beach State Park,
Stinson Beach, Calif.

Dear Mr. Carlson:

At its meeting on October 15, 1967,
the Progressive Club of Stinson Beach voted unani-
mously to thank you for providing litter cans for
the community.

As you may have observed, they are
in use and contributing toward a neater and cleaner
Stinson Beach.

Very truly yours,

Arthur Volz, President
Progressive Club of Stinson Beach

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PROGRESSIVE CLUB
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POST OFFICE BOX 6 • STINSON BEACH
CALIFORNIA • 94970

Dear Fellow Member:

For the Progressive Club officers to serve through 1968, the Nominating Committee nominated four incumbent 1967 officers for re-election. In addition, the Committee submitted one nomination for a second representative to serve two years, 1968 and 1969, as a member of the Board of Directors of the Stinson Beach Community Center. (The two year term of the other Progressive Club representative on this Board, Mr. Ralph Sigmund, extends through 1968.)

For each of the five elective offices shown on the enclosed ballot, provision is also made for your alternative "write-in" choice, if you so desire.

Please use the enclosed ballot to mark "X" after either the listed name for the indicated office, or for a "write-in" name of your choice. Any "write-in" name receiving a plurality of votes cast is, of course, elected, provided he or she is willing to serve.

After marking your ballot, and before mailing it in the enclosed stamped and addressed envelope, please include therein any written comments you may care to make in reference to what should be the Progressive Club's aims, positions, procedures, projects, activities, etc., during 1968 and succeeding years.

By taking this means of requesting response from approximately two hundred member households, (present, past and potential), it is hoped that a broader base of membership participation in the activities of the Progressive Club may be attained. Specifically, your response to this letter can materially help to achieve two tangible objectives:

- 1) to obtain a truly representative expression of the Progressive Club membership with regard to policy and administration;
- 2) to enlarge, hopefully, by utilization of the "write-in" provision on the enclosed ballot, the number of members available and willing to serve as Club officers, both now and in future years.

Our next regularly scheduled quarterly meeting will be held at 8:00 P.M. Wednesday, January 3, 1968, in the Stinson Beach Community Center club room. We hope you will plan to attend.

Aleta Brownlee

Aleta Brownlee, Secretary

Sincerely,

Arthur Volz

Arthur Volz, President



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Aleta Brownlee
Aleta Brownlee, Secretary

Sincerely,

Arthur Volz

Arthur Volz, President

Hugh Dougherty
P. O. Box 134
Stinson Beach, Calif.

11/15/67

THOUGHTS ON HIGHWAY 1

1) The technical question before the Board of Supervisors is the adoption of that part of the West Marin Plan concerned with the location of Hwy 1 between Hwy 101 near the Golden Gate Bridge and the southern end of the planning area, the rest of the routing of Hwy 1 already having been adopted by the Board.

The present controversy resulted from the last minute efforts of the staff to shift the route to the top of Bolinas Ridge, thru the device of diluting the County's position by opening up alternatives.

- 2) Staff proposals were:
- a) eliminate an existing alternative route around the Golden Gate Headlands, leaving only the Bunker Road & tunnel route from Hwy 101 to Rodeo Lagoon.

This is not controversial; the original West Marin Plan was done before Marinello, and the very fact of Marinello requires that we plan for access adequate for the anticipated population. This means a freeway or expressway of 4-lane capacity for that short distance, and the outer route around the Headlands cannot sustain that kind of highway building without the virtual destruction of the Headlands State Park.

- b) provide an inland route with 2 tunnels between Rodeo Lagoon and Muir Beach.

While the Planning Commission rejected the inclusion of this alternative route, it isn't really a point of much controversy. Either this route or the one along the coast as specified in the West Marin Plan appears to be feasible from an engineering point of view, and it is likely that when the Div. of Hwys makes a route study both routes will be considered. The Commission's decision was on the dual grounds that the coastal route was far more scenic and that the inland route would accelerate development of the remaining undeveloped private land (notably the Dean Witter holding).

- c) provide a Bolinas Ridge routing between Muir Beach and Olema.

This is the heart of the controversy, and is discussed below.

3) Planning Commission rejection of this alternative was based on the advantages of the present routing and the disadvantages of the Bolinas Ridge route.

The advantages of the present routing may be summed up by saying that it goes where the people are.

The West Marin Plan contemplates that Hwy 1 will have the primary purpose of serving the people of Stinson Beach, Bolinas & the lower end of the West Marin planning area, both as principal access to the outer world and as the main local arterial, together with serving recreational traffic mainly destined to Stinson State Beach and the Bolinas area generally. Hwy 1 would also have a secondary purpose of providing a secondary access to West Marin & local service within the West Marin planning area.

The Bolinas/Stinson Beach Master Plan projects an ultimate population of 16,000 to 17,000 based on some 9,000 acres of undeveloped land in private ownership at the lowest density in the County -- .59 -- and the lower end of the West Marin planning area (originally included in the Bolinas/Stinson Beach Plan) which will have well over 10,000 people, or a total of about 30,000 people.

That a community of 30,000 people plus the recreational attractions of the area will not require a 4-lane facility is patently absurd. A simple, common sense comparison with Sausalito, Mill Valley or the Tiburon Peninsula validates this point. Nor are there enough corridors available to permit several 2-lane highways in lieu of a 4-lane highway.

If the .59 density of the Bolinas/Stinson Beach Plan should be increased, and with the present political trend this density may be extremely hard to maintain, the local highway needs will be even greater.

The West Marin Plan acknowledges this need and provides for it in such a way that the impact on the communities and the scenic values is minimized. However, if the low standards set out in the Plan are not insisted upon, there is the ever present danger that the road would be over-built, i.e., that we would get a full freeway. This is a risk that we must face.

Opponents of retaining the existing route argue that highway building will invite early development of the Bolinas - Stinson Beach area. This is true, but the West Marin Plan does not contemplate building a 4-lane facility so early. Instead, it very specifically urges that the present road be improved to provide a better 2-lane road, that right-of-way be acquired for 2 additional lanes mostly at some distance from the present road, that the whole road be designed to low-speed standards to minimize cutting & filling, but that construction of the additional 2-lane road not be built until traffic requires them. Prompt action on the initial steps can preserve the scenic corridor.

The long and the short of this argument is that if we plan for a lot of people, we must conscientiously try to provide roads to accomodate them, and the mere existence of so much undeveloped land in private ownership so close to urban centers imports development for which we must plan.

The disadvantages of the ridge top route are:

- a) even if it were adopted for Hwy 1, we would still need a 4-lane facility to serve the needs of Bolinas & Stinson Beach, sooner or later. And this would then have to be done with County money.
 - b) the southern end of the ridge top route traverses the Brazil Ranch property proposed for inclusion in Mt. Tam State Park, thus compromising the park expansion.
 - c) north of the Brazil Ranch, the ridge route goes thru Pan Toll, Bootjack, Mountain Theatre and Rock Springs areas of the State Park, thus compromising the most scenic and usable parts of it, as well as disfiguring the mountain itself.
 - d) this ridge top route would tend to "open up" private lands all the way to Olema, thus accelerating development, boosting land values, and making it ever harder to maintain even a 1.15 density in the West Marin planning area.
- 4) Luriking in the shadow of this controversy are the access needs of the West Marin area, which will have an ultimate population of 124,000-plus at the present 1.15 density, and which will require at least one major freeway at the very minimum together with a variety of other arterial roads of one kind or another. The West Marin Plan provides for two freeways of modest size (Hwys 17 & 37) to direct the main thrust of the traffic generated in the West Marin area toward the eastern part of the County, plus a low-speed Hwy 1 done to parkway standards to accomodate mainly local traffic within the West Marin area and some fraction of the San Francisco-bound traffic.

The recent difficulties over the selection of a Hwy 17 routing have generated some feeling against any Hwy 17 freeway, and an effort to divert future West Marin traffic to Hwy 1. Given the projected population of the West Marin area (95,000-plus @ .88 density or 124,000-plus @ 1.15 density) it is apparent that for Hwy 1 to accomodate both the local needs of the Bolinas-Stinson Beach area and to function as the major access for the West Marin area, it would have to be a 6 or 8 lane freeway built to very high standards. At the same time, such an option would hinder the growth of the San Rafael area as the normal commercial center of the County.

5) Some discussion of the Hwy 17 problem seems in order. The people of the upper Ross Valley have made it abundantly clear that they do not want a freeway running thru their communities. The Div. of Hwys has made it clear that it does not intend to build a freeway at this time which would not serve the traffic needs of these communities, thus seeming to rule out the various northerly routes. But considering the long view, it is apparent that the large ultimate population in West Marin will justify a freeway by way of one of the northern routes, even if the Ross Valley is not served. It's just a matter of putting it into an appropriate time perspective.

It was for these reasons the majority of the Planning Commission rejected the inclusion of the Bolinas Ridge route as an alternative; there is little point in asking the State to study a routing that has so little in its favor.

Hugh Dougherty
P. O. Box 134
Sanson Beach, Calif.

December 17, 1967

Mr. Stephen McNamara, Editor
Pacific Sun
P.O. Box 958
San Rafael, California

Dear Sir:

Somehow last week's editorial on taxation for police protection in the unincorporated area missed the mark. Instead the generous supply of connotative words and phrases, "double taxation", "free ride", "bald political gambit", "annoying step-children", etc., beclouded the question with symbols of good guys and bad guys and images of governments competing with each other in the "come on fast" stakes.

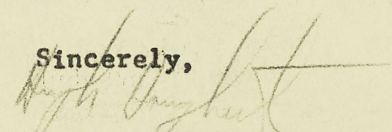
Taken in utter isolation, there is no doubt whatsoever that there is an inequity here, and that it consists of city taxpayers helping to pay the cost of operating the Sheriff's Department and receiving but some of the services of that department, while residents of the unincorporated area get the full range of these services.

This issue is real, but it is not the real issue. This particular inequity is but one of many woven into the fabric of concurrent city and county government. The sales tax is another. The variety of services which the county performs without charge for the cities and special districts is wide, ranging for example from assessment and collection of property taxes to health and welfare. Who should pay for the inspection of city meat markets? Sometimes the benefits run the other way. The county's obligation to provide services is often imposed by law, but this does not make a tax burden here for the benefit of those over there any less ~~fair~~ unfair; it merely makes it more difficult to change.

If the real issue is tax equity, should we not look over the whole spectrum of city and county relations, the whole series of inequities here and there, some working to the benefit of the cities and some not, to determine if there is a net inequity and then take appropriate steps to strike a fair balance?

Lacking such comprehensive information one may wonder if perhaps the net inequity does not already run in favor of the cities? If this is the case, the imposition of a police tax would only have made it worse. Those active in city politics probably should not be criticized for trying to reduce the tax rate within the ~~un~~incorporated areas, but their immediate rejection of a mere inquiry into the possibilities of reduced costs and more effective service through a unified police protection agency leads to some further wonder as to how sensitive an area of concern this may be to them and to their constituents.

Sincerely,


Hugh Dougherty

Civic Center just for farmers?

SOME weeks back the Marin Supervisors buried a proposal by the City-County Services Committee having to do with "double taxation" of city residents for police services. City residents pay taxes to support their own police forces. They also pay county taxes to support the Sheriff's Department, although the Sheriff's Department serves non-city residents almost exclusively. So non-city residents get a partial free ride, with city taxpayers helping support a service they seldom use.

The answer proposed was a police services district for unincorporated areas. Residents would be taxed to pay the whole cost of their Sheriff's Department. Naturally, their taxes would rise to reflect the fact that the free ride was over.

During the years of conversation which preceded this proposal, there was precious little talk of changing the quality of service. The idea was simply for county residents to pay their own way. They could improve the service or worsen it, depending on what they wanted to pay. Waiting in the wings was a proposal to do much the same thing for the County Fire Department.

The idea is supremely logical. For years nobody had much to say against it. But when the moment of truth arrived at Civic Center, the supervisors got cold feet. A tax hike, no matter how equitable, is a scary subject to politicians these days.

There was a great fingering of collars, coughing sounds were heard and the measure was laid to rest. The supervisors, looking for theoretical support, grabbed the idea that before the police inequity is resolved, we must settle the whole question of sales tax revenues. The issue here is whether cities should hold onto all sales tax revenues from persons who live outside that city, and who therefore are not served with schools, parks, fire department, etc.

The issue is real. But the use of it in this case is a bald political gambit. We will all be ice skating on the Bay long before the sales tax issue is resolved. To say it must be worked out before other inequities can be tackled is to postpone any action forever.

THIS ISSUE IS SYMPTOMATIC of a growing cloud over county government. During the past several years the county has taken the lead among governmental entities in Marin. Of late some of the cities have come on fast. Their elected officials are sharp and dedicated. In some cities the professional staffs are first rate. If the county treats city residents like annoying step-children to be taxed but not served, respect for and influence of county government will surely be curtailed.

hundreds at 6:00 p.m.

Saturday, 16

BOYD SCIENCE MUSEUM films, White Mane, Pony Express at 1:30 p.m. at the museum, San Rafael.

WORKSHOP for Prospective Foster Parents, sponsored by First Presbyterian Church and the Marin Probation Department, First Presbyterian Church, San Anselmo from 9:30 a.m. to 12:30.

CO-OP CHRISTMAS PARTY, Co-op Marin, Corte Madera, 2 p.m. Bring a new gift for a child at Napa or Sonoma Hospitals.

Sunday, 17

AUCTION, benefit Congregation Kol Shofar, 10 a.m. to 11 p.m., 121 San Anselmo Ave., San Anselmo.

SERVICE OF LESSONS & CAROLS in the tradition of King's College, Cambridge, St. John's Episcopal Church, Ross, 9:15 and 11 a.m.

Monday, 18

LOOKING FORWARD TO RETIREMENT, San Rafael Recreation Center, 2nd & Brooks Sts., San Rafael, 1:30 to 4:30 p.m.

YOUR CHOICE FOR A DOORSTEP, David Cavagnaro, Boyd Science Museum, San Rafael at 8 p.m.

CANDLELIGHT CONCERT, Bach-to-Mozart, Brown's Hall in Mill Valley at 8 p.m.

THE NUTCRACKER (See Dec. 16 listing) 2 and 7:30 p.m.

ALL VIVALDI CONCERT, Marin Chamber Ensemble Chorus and Orchestra, Holy Innocents' Church, Corte Madera at 4 p.m.

RECORDER CONCERT, Mill Valley Library Gallery at 2 p.m.

Poetry reading, JOANNE HOTCHKISS and TOM DARBY, Mill Valley Library Gallery, 3:30 to 5 p.m.

THE CRUCIBLE (See Dec. 14 listing)

NIGHT OF THE 13TH MOON, Magic Circle Production, The Barn, Art & Garden Center, Ross 2:30

THE NEW CHRISTMAS, Meridian West, Methodist Church, Mill Valley at 7:30 p.m.

